App. F. IX-4

Previous References. (1944-45 I&C)

File No. 366-44.

Serial Nos. 1-1

Later References.

GENERAL AND REVENUE SECRETARIAT

Serial Nos. 1

Part B for 1/46

SUBJECT

Rope manufacture and belt dries etc... post War Scheme:

1-36-

H. Nanjackar
14-2-46

Rope manufacture + belt drives etc — Scheme

Continuation Sheet. DFC File No. 366/44. Current No. of Pa...

3867

Letter No. nil dated 20/12/44 from the T.C. furnishing proposals in the matter. 1. The proposal is that M/s Thos. Hart & Lambeth Works, Blackburn have proposed to start a Concern in Mysore with 70% Indian 30% British Directors & executive 90% Indian ~~executive~~. The proposals may perhaps be examined by the Comm. D & P in consultation with the Dir of DFC & Dir of Engg & a definite report obtained ~~forwarded~~ for the consideration of Govt (A ~~first~~ reply is due to the T.C) for order

6/1/45 Dev Secy) for D.I.C.S

H/ 2. This may be communicated to the T.C. informing him that the proposal is under examination & a full reply will be sent to him as early as possible

Comm. P. & S.)

OFFICE OF THE MINISTER FOR PUBLIC WORKS 15 JAN. 1945 No. 5371

4 The proposal seems to be a sound & reasonable one. Plenty of local material cotton & wool is available. The Concern is proposed to be 70% Indian with 30% British and the executive 90% Indian. I think we may accept in principle the Concern being started & ask the T.C to send us a full scheme

Dewan. 5 JDJ 17.1.45

WD 0726—GPB—25,000—15-9-44

6 Noted

Rope & belt dries manufacture — Post war development — E. 3212

C. F. 691

Continuation Sheet. DI File No. / Current No. 366/44 of

Page. 3867, 4579

Draft of a letter to T.C. Ankara & Istanbul

DI 26/1/45

S 5096 D) 30.1.45

To T.C. in London

States that the Govt. agree for the concern being started in Turkey and requests him to forward a full scheme with other details.

Duplicate copy of letter of 20/12/44 to the T.C.

Action has already been taken on the original letter. Proposals are awaited from the T.C.

DI 6/2 10 11 8/10/45

Draft reminder submtd for consideration (not sent)

80 28/6

Letter No.- E. 3212 dated 22/5/1945 — from T.C. forwarding original letter from Messrs. Hart Lax. for details of the Gask

It says Messrs. Thomas Hart Lax have furnished an outline of their proposals and desire to have detailed information as soon as the parts. The T.C. desire to have the reactions of the Gask and also the views.

It is perhaps necessary to have the proposals examined by the appropriate Technical Dept of the

Rope manufacture Postwar Scheme

C. F. 74.] Dtc 866/44 4579, 7995, 201, 4

Routine Notes.

WD 07111—GPB—50,000—29-7-44

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Gask and the reports required by the British Coir mill have to be collected. As already minuted, the affd Asst Secy has been absent on H.O. duty and the papers have not yet been submitted to the Comm. D of S for examination and to furnish the reports required by the Coir Control in consultation with the depts concerned and to furnish his own remarks in the matter. The matter stands for orders

14 Rope: Para's 4—6.

15. 4/7/45

Dtc 30/6 16 Dep Secy) There is a further report awaited in the matter yesterday. Put up

Cr 10/7 10/7

Letter No. F. 3213 dated 12/5 regg. further T.C. forwarding literature, etc., re. Rope regn.

Letter No. DRB/PS dated 5/6/44 from the Secy Thanas Black Bros Dispatching samples & reports etc

17 The literature etc and the T.C & the Jute are putting for perusal The Jute in their letter of 5/6 desire to have statistical data & this has to be furnished. The file with literature etc may perhaps be referred to the Comm. D of S

Dtc 9/7/44 for comments

Refer: Para 16

(with literature etc & with Mr Gask's minute dated 5/7/44)

N.B.—Should routine notes be written on small slips, the notes must be copied or slips pasted on this form.

C. F. 74.]

Routine Notes.

To be used only for notes, requisitions, etc., not intended for permanent record.]

18 The file may be opened only to the Convener, Board of Management, for furnishing the statistical information required by M/s Thomas Hart Ltd. & for forwarding the opinion remarks of the Board. He may also arrange through the Dir. Ste who is chairman of M/s Chrome Tanning Co, to send samples of chrome leather to M/s John Tullis & Son Ltd Glasgow

with one hide & three kidskins only samples

Dep Secy

To
31.7.45

Yes Ce
1/8

Forwarded to the Convener, Board of Management for Industrial Concerns for needful & report

Dhanama
for Dep Secy (Ind)
2/8/45

OFFICE OF THE BOARD OF MANAGEMENT, BOARD OF [illegible] OF INDUSTRIAL CONCERNS, GOVT. SOAP FACTORY BUILDINGS EGMORE.
No. no. 11/25 845.

No. 432 dated 25th Octr. 1945.

19 This was placed before the Board at their meeting held on the 13th September/1945, together with statements of consumption of such rope drives by the various concerns in the State.

20 The Board considered that as the

N.B.— Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Rope & Belt manufacture

Ofc 366/45

583 785

the consumption in and outside the State of these rope drives is very small and as the concerns are not generally using now this method of drive, the Trade Commissioner in London may be informed that we are not interested in the proposed scheme.

A

21 Messrs. Mysore Chrome Tanning Co. Ltd., Bangalore City, have already sent samples of leather to Messrs. John Tullis & Sons, Ltd., Glasgow, as required by the Trade Commissioner in London, for testing their suitability in the manufacture of beltings. The report of the Glasgow firm is awaited.

22 The literature and samples of rope drives received are retained in this office.

Thirumachandran
24/X/45
Convener,
Board of Management
of Industrial Concerns.

Ce 25/X
To
WH&SR

The Secretary to Govt.)
Development Department)

23 The suggestion of the B.M.I.C at A is for orders. But we have already informed the T.C that Govt agree to the starting of the Concern in Mysore - as per orders at Para 4 of

Dy 27/10 Dewson 24 To 29.11.45

25 The opinion of the Board may be accepted & the T.C informed accordingly

Mem. Prof.

Dy 26 1.12.45.

Ce 27/X To 27/11

To 27/11/45

P.T.O.

OFFICE OF THE MINISTER FOR PUBLIC WORKS
28 NOV 1945
3939

Copy of Draft Memorandum

F/C 3486/44

5 Dec 44

27 Draft letter drafted as per orders
(Copy perhaps be drafted for
Swan - Repeat Forest)

Dr 6.12.44

Dr 4/12/44 (Dr Dewey)

For Secretary's signature

Dr 14/12

Dr 14/12

3486.

NM
20/12/44

Issue Dr 26/12

SECTION
1945

B -

11/1/46

9h 366-44-1 mw HST 3867

From Trade Commissioner for Mysore,
532 Grand Buildings,
Trafalgar Square, W.C.2.
20th December, 1944. GB.

The Secretary to the Govt. of
H.H. the Maharaja of Mysore,
Development Department,
BANGALORE, S. India

Dear Sir, E.3212/Post War Development/Rope manufacture and belt drives etc.

572

411

The old established firm of Thos. Hart Ltd., Lambeth Works, Blackburn are desirous of forming a liaison at Mysore to produce their special ropes of high grade cotton. There collective pre war business in India was within the region of £30,000, but post war this is expected to at least become double.

The name of the firm is well known in India for the manufacture of several different types of rope to suite all conditions of high Horse Power transmission purposes. They also manufacture a flexible driving rope for similar Horse Power, round about 30-50, for use with moderate pulley centres. They also are able to give technical services for all their manufactures and I understand the Company have produced a rubber canvas V rope which is also used for low Horse Power Units where short centre distances are required.

The Company's productions are used extensively for the Agriculture and Marine industry. They also produce a special rope for lifting slings, which is well established and in great demand. The Company also manufacture a black mill banding in various sizes nominally used in the Textile Mills and Potteries where medium Horse Power Units are used with long centre applications.

The Company would welcome a suggestion from Mysore to Start a Company to build a duplicate factory on terms already discussed in my previous letters, which basically are:- 70% Indian, 30% British, Directors and executives 90% Indian. The home Company to become technical advisors; supply the Indian Company if necessary with expert workshop managers; train in their English factory Indian personnel etc.

I shall be pleased if you will place this matter before Government, for consideration, but in any case let me know as soon as possible if the matter is being favourably considered. If Mysore State is not interested in this liaison, the Company will proceed in other directions, but are giving me first refusal, hence I shall be pleased to receive your reply expeditiously.

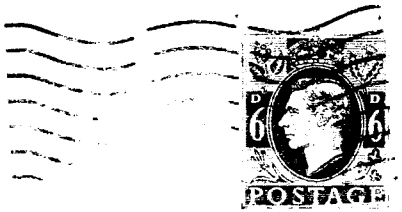
Yours faithfully,

Trade Commissioner.

BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED
THIS LETTER WILL BE SENT
BY ORDINARY MAIL



THE SECRETARY TO THE GOVERNMENT OF
H.E. THE AFRICAN AFFAIRS [illegible],
DEVELOPMENT DEPARTMENT,

BANGALORE,

S. INDIA.

First fold here

Second fold here

To open cut here

Sender's name and address:-

[illegible] Draft for troops,
[illegible] Battalions,
[illegible] Guards, [illegible] C.
[illegible] Town.

To open cut here

Appendix F. G.—1]

SUBJECT Scheme ancillary mfg. & R&D & bell drums - Post war development.
E. 3212

2 cys

Section 9fe
File No. 366/cy
Serial No. 2.

Diary No. of letter replied to.....

No. D 5066
5096

General and Revenue Secretariat

( )

the 194 .

To. The T. C.
532, Grand Buildings
Trafalgar Square
London W.C.2

Date of issue 30/1/45

Signed by M F

Sir,

With reference to your letter ~~No~~ dated the 20th Dec 1944, on the above subject, I am directed to state that Govt. have no objection to the proposal being started at Meyrose with 70% Indian, 30% British Directors & executive 90% Indian. I am to request you therefore to be so good as to

to
Please forward
concerned being advised
in Progress

List of enclosures.....

Copied by.....

Examined by.....

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

No. D 3065096 **General and Revenue Secretariat,**

Dated Bangalore, 30/12 *193* .

FROM

The Secretary to the Government of His Highness the Maharaja of Mysore.
Development Department

To

The Trade Commissioner for Mysore in London,
532, Grand Buildings, Trafalgar Square,
L o n d o n, W.C.2

SIR,

Sub: Scheme on the manufacture of Rope and belt drives - Post war development - E.3212.

With reference to your letter dated the 20th December 1944, on the above subject, I am directed to state that - Government agree for the concern being started in Mysore and t to request you to be so good as to forward a full scheme with other details.

I have the honour to be,
S i r,
Your most obedient servant,

for

Secretary to Government,
Development Department.

tns

Airletter copy or sea mail.

From Trade Commissioner for Mysore,
532 Grand Buildings,
Trafalgar Square, W.C.2.
20th December, 1944. GB.

The Secretary to the Govt. of
H.H. the Maharaja of Mysore,
Development Department,
BANGALORE, S. India

Dear Sir, E.3212/Post War Development/Rope manufacture and belt drives etc.

The old established firm of Thos. Hart Ltd., Lambeth Works, Blackburn are desirous of forming a liaison at Mysore to produce their special ropes of high grade cotton. There collective pre war business in India was within the region of £30,000, but post war this is expected to at least become double.

The name of the firm is well known in India for the manufacture of several different types of Rope to suite all conditions of high Horse Power transmission purposes. They also manufacture a flexible driving rope for similar Horse Power, round about 30-50, for use with moderate pulley centres. They also are able to give technical services for all their manufactures and I understand the Company have produced a rubber canvas V rope which is also used for low Horse Power Units where short centre distances are required.

The Company's productions are used extensively for the Agriculture and Marine industry. They also produce a special rope for lifting slings, which is well established and in great demand. The Company also manufacture a black mill banding in various sizes nominally used in the Textile Mills and Potteries where medium Horse Power Units are used with long centre applications.

The Company would welcome a suggestion from Mysore to Start a Company to build a duplicate factory on terms already discussed in my previous letters, which basically are:- 70% Indian, 30% British, Directors and executives 90% Indian. The home Company to become technical advisors; supply the Indian Company if necessary with expert workshop managers; train in their English factory Indian personnel etc.

I shall be pleased if you will place this matter before Government, for consideration, but in any case let me know as soon as possible if the matter is being favourably considered. If Mysore State is not interested in this liaison, the Company will proceed in other directions, but are giving me first refusal; hence I shall be pleased to received your reply expeditiously.

Yours faithfully,

Trade Commissioner.

9(2) 366-44-4

7995

CAPT. S. T. BINSTEAD.
TRADE COMMISSIONER FOR MYSORE.

TELEPHONE: WHITEHALL 8888.
TELEGRAMS: MYSOF, RAND, LONDON.

PLEASE QUOTE REF. E.3212/WL.

Grand Buildings,
Trafalgar Square,
London, W.C.2.

BY AIR MAIL.

22nd May, 1945.

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Development Department,
BANGALORE, S.India.

Dear Sir,

E.3212/Post-war Development/Rope Manufacture.

Your "D.5096 I.& C. 366.44.2 dated 30th January, 1945. I have had several discussions with the Directors of Messrs. Thos. Hart, Ltd., the outcome of which is their letters to me dated 17th April and 11th May, 1945, the originals of which I am sending herewith for your perusal.

Apparently this rope-making business has many secrets and processes which I am assured would become the property of the Indian Company and handed on through practical experts, who would be willing to serve the Indian Company and train personnel on the spot for the initial years.

The letter sent herewith does not contain a concrete scheme but I would be pleased to have your reactions and comments. As soon as the result of the recent annual audit of Messrs. Thos. Hart, Ltd. is known, the details will be passed on to you. I am also asking the Company to send you out samples of the Driving Ropes they consider the most popular lines.

I can assure you the Directors are very anxious to co-operate with Mysore in this matter and wish the arrangements to be made on lines which will build for success and the Company would therefore appreciate a statement of your reactions to their letter, along with any suggestions you might have to offer.

I hope you will be able to pursue this matter expeditiously and let me have your further comments.

Yours faithfully,

Trade Commissioner.

Encls.

THOMAS HART, LTD. LAMBETH WORKS. (ESTABLISHED 1789) BLACKBURN. ENGLAND.

TELEPHONE
BLACKBURN 4264. 2 LINES.
(PRIVATE BRANCH EXCHANGE)
ATTENDANCE
MANCHESTER ROYAL EXCHANGE
AT G 2.

TELEGRAPHIC AND CABLE ADDRESS:
HART BLACKBURN.
CODES USED:
A.B.C. 5TH & 6TH EDITIONS.
WESTERN UNION: UNIVERSAL & FIVE LETTER EDITIONS.
BENTLEYS CODE.

DIRECTORS:
R.E.HART, M.I.MECH.E.
H.S.HAWORTH.
~~W.G.STIVEACRE.~~
D. R. BALLANTINE
A.M.I.MECH.E. A.M.I.E.E.

THE LAMBETH COTTON MAIN DRIVING ROPE, FOUR STRANDS.
THE LAMBETH LAY THREAD COTTON DRIVING ROPE, THREE STRANDS.
HART'S ANTI-FRAYING COMPOSITION FOR DRIVING ROPES.
RIM, SCROLL AND ALL KINDS OF MILL BANDINGS, HEALD CORDS, TWINES &c.
LIFTING SLINGS, BLOCK ROPES &c. COTTON OR HEMP.
EXPERT SPLICERS SENT TO FIX DRIVING ROPES.

PRICES SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE. DELIVERY UNDER EXCEPTION OF FIRES, BREAKDOWN OF MACHINERY, STRIKES, LOCKOUTS & OTHER UNFORESEEN CIRCUMSTANCES.

OUR REF. DRB/DS	YOUR REF.	DICTATED BY	ENCLOS-URE

17th April 1945

The Trade Commissioner for Mysore,
Grand Buildings,
Trafalgar Square,
LONDON W.C. 2.

Dear Sir,

E/3212/Post War Development/Rope Manufacture

It was a great pleasure to discuss the question of an Indian Company with you on 11th April, and I have given further consideration to the whole question since then. Since I gather that it will not be easy to find Indians with rope making experience to undertake the development work and formulation of procedure, we shall have to do a considerable amount of research on the details.

In the meantime I would comment as follows:-

That Thomas Hart Ltd., should receive a fee of say £2,500 per annum, and an option for say 5 years on the purchase of up to 30% of the share capital. There should, in addition be a performance reward based on the tonnage of Indian made ropes sold.

For other materials the reward should be calculated as a percentage of the difference between the selling price and material cost.

THOMAS HART, LIMITED
BLACKBURN.

DATE
17th Aoril, 1945.

In order to arrive at the performance reward figures I propose to have an audited analysis made which will give:-

(1) The details of our Indian business.

(2) The gross loss suffered here, assuming we lost our Indian business.

(3) The cost of the supervisory and development work in connection with the business.

A fair arrangement would be to adjust the performance reward on the tonnage produced in India in such a way that the Management Fee plus the performance reward would, when calculated on an Indian-made turnover comparable with our established turnover, cover the loss mentioned under (2) above, and the costs mentioned under (3) above. We would thus gain nothing unless the turnover were increased, and run some risk of incurring a loss in the event of the venture proving unsatisfactory.

For this reason it might be advisable to include a stipulation to the effect that should a significant falling off in performance result during a period of 5 or 10 years, a capital payment should be made to this Company, based on the estimated cost of our establishing goodwill or connections as might be necessary to restore the position.

As soon as our annual audit has been completed, I will arrange for the audited analysis, which will serve as a basis for arranging the performance reward, and on which our selling policy can be built up.

I would suggest that for the Rope part of the business a figure of approximately £100,000 should be adequate, but it will depend on factors such as building costs or whether buildings are rented or purchased.

It is probable that it will be three to five years before it is necessary to subscribe the whole amount for Rope Making Plant and Equipment.

Provision might well be made to cover the issue of an additional £100,000 of capital to extend the business into the leather belt market, over say 4 to 6 years.

We are giving serious consideration to the production of hemp and wire ropes, and the figures mentioned include a contingency for this development.

I would suggest that in the first place, a servicing, selling and splicing organisation should be established. In the second place, a building some thousand feet long and 30 feet wide, with provision for extension to 60 feet wide should be found, and walk-type rope making machinery installed. We could commence supplying the smaller machinery in about a year.

This machinery would cover a wide range of diameters, it should form an excellent basis to build up local goodwill in the supply of emergency and special requirements without delay. At a later date, house-type machines for the manufacture of ropes should be provided, suitable for sizes handled in the greatest quantity, and for the manufacture of hemp ropes.

Parallel with this, the Indian Company would be kept advised of developments in this country, and any programme arrived at in the near future should be subject to modification in the light of experience.

If, in principle, it is agreed that a working scheme should be arranged as above outlined, I suggest that I should visit India with our Technical Manager to visit our agents and arrange for their co-operation, and to view site and/or buildings which may be available as above described.

If a satisfactory arrangement is arrived at, the cost of this visit could reasonably be considered a charge on the Indian Company.

THOMAS HART, LIMITED
BLACKBURN.

DATE 17th March, 1945.

After advising our agents, I suggest the Company should be formed, and Thomas Hart Limited employed as advisors.

As soon as there is an opportunity to increase the prices of our ropes to merchants irrespective of an increase in production costs, the Indian Company should be given the benefit of most of the difference.

If, as a result of the arrangement, there is a reduction in, for example, distribution costs or an improvement in turnover before Indian Production commences, arrangements should be made for the Indian Company to participate substantially in the overall improvement in contribution received.

In the meantime, I should like to have an opportunity to check the probable operating costs of an Indian Company, and to do this, I would be most grateful if you could find out locally with discretion the following information:-

(a) The price per pound in India of high quality ring spun yarn of 16's count.

(b) The price per pound of winding 16's yarn in 6 - 8 lb. cheeses with 10 ends to a cheese.

(c) Transport costs of yarn to the Factory, and rope from Factory to, for example, Ahmedabad, Bombay and Calcutta. An indication of costs which can easily be arrived at in other districts would also be helpful.

(d) Labour rates skilled and unskilled, together with an indication of the amount of supervision necessary to ensure consistent and good work.

(e) Building costs and the possibility of renting buildings.

THOMAS HART, LIMITED
BLACKBURN.

DATE 17th April, 1945.

(f) Cost of telephone calls from the Factory Site to Ahmedabad and Calcutta, and the cost of providing a private line to both of these centres.

(g) The selling price of:-

(i) Good quality British-made Driving Ropes.

(ii) American-made Driving Ropes, if any.

(iii) The best Indian-made Driving Ropes available.

We believe that the price to the user is considerably in excess of the price we charge to our Merchants, and that the selling price may vary as between one user and another. If figures for Merchants and users can be provided, it would be of considerable help.

In undertaking these enquiries it would, I feel, be greatly to the detriment of the whole project if any of our Indian Merchants came to hear of it before they had been visited and given an opportunity to discuss their attitude. In this connection, would it be possible, if certain Merchants wished to subscribe, for them to take up shares in the Company?.

I hope we can come to an arrangement, and I look forward to providing a more detailed programme after I hear from you and have more figures.

Yours sincerely,

FOR AND ON BEHALF OF
THOMAS HART LIMITED.
David R. Ballantine.
MANAGING DIRECTOR

THOMAS HART, LTD. LAMBETH WORKS. (ESTABLISHED 1789) BLACKBURN. ENGLAND.

TELEPHONE
BLACKBURN 4264. 2 LINES.
(PRIVATE BRANCH EXCHANGE)
ATTENDANCE
MANCHESTER ROYAL EXCHANGE
AT G2.

TELEGRAPHIC AND CABLE ADDRESS:
HART BLACKBURN.
CODES USED:
A.B.C. 5TH & 6TH EDITIONS.
WESTERN UNION: UNIVERSAL & FIVE LETTER EDITIONS.
BENTLEYS CODE.

DIRECTORS:
R.E.HART, M.I.MECH.E.
H.S.HAWORTH.
~~W.B.STAVELEY.~~
D. R. BALLANTINE
A.M.I.MECH.E. A.M.I.E.E.

THE LAMBETH COTTON MAIN DRIVING ROPE, FOUR STRANDS.
THE LAMBETH LAY THREAD COTTON DRIVING ROPE, THREE STRANDS.
HART'S ANTI-FRAYING COMPOSITION FOR DRIVING ROPES.
RIM, SCROLL AND ALL KINDS OF MILL BANDINGS, HEALD CORDS, TWINES &c.
LIFTING SLINGS, BLOCK ROPES &c. COTTON OR HEMP.
EXPERT SPLICERS SENT TO FIX DRIVING ROPES.

PRICES SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE. DELIVERY UNDER EXCEPTION OF FIRES, BREAKDOWN OF MACHINERY, STRIKES, LOCKOUTS & OTHER UNFORESEEN CIRCUMSTANCES.

OUR REF.	YOUR REF.	DICTATED BY	ENCLOS-URE
DRB/MS	E.3212/GB		

11th May 1945.

The Trade Commissioner for Mysore,
Grand Buildings,
Trafalgar Square,
LONDON W.C. 2.

Dear Sir,

We thank you for your letter of 10th May, and have pleasure in returning our letters in original dated 17th April, but readdressed to you as the Trade Commissioner for Mysore.

It occurs to us that possibly the letters would be better written in the third person, and perhaps somewhat condensed. If you agree with this, we should be glad if you would advise us in order that the letters could be rewritten.

The writer is very glad to note that you will visit him during next month in Blackburn. In the meantime he expects to be in London on the 30th May to the 1st June inclusive, and hopes that he may have the pleasure of meeting you during this time.

Yours faithfully,

FOR AND ON BEHALF OF
THOMAS HART LIMITED.
David R. Ballantine
MANAGING DIRECTOR

CAPT. S. T. BINSTEAD.
TRADE COMMISSIONER FOR MYSORE,

TELEPHONE: WHITEHALL 8888.
TELEGRAMS: MYSOF, RAND, LONDON.

Grand Buildings,
Trafalgar Square,
London, W.C.2.

PLEASE QUOTE REF. E.3213/WL.

AIR MAIL. 12th June, 1945.

The Secretary to the Government
of His Highness the Maharaja of Mysore,
Development Department,
BANGALORE, South India.

Dear Sir,

E.3213/Post War Development/Rope Manufacture.

You will have received direct from Messrs. Thomas Hart, Ltd. samples and literature concerning the manufacture of their ropes and, no doubt, when you have had an opportunity of examining the position you will write me further on this matter.

I would direct your attention to the paragraph in the Company's letter, which is enclosed herewith, concerning the manufacture of leather belting. Messrs. John Tullis & Son, Ltd. of Glasgow are desirous of receiving samples of the Chrome Leather manufactured at Mysore and perhaps you will have a few samples sent to the Company as requested.

A short time ago Mr. Robiette telephoned that he had just arrived back in England from his visit to Mysore. He is coming to see me early next week. I trust that his visit has been useful and that ultimately benefit for Mysore State will be the outcome. No doubt I shall be hearing further from you concerning details of the various schemes discussed and how you wish them to be handled from this end. Be assured that every attention will be given to your requests in this matter.

Yours faithfully,

Trade Commissioner.

Encls.

P.S. The literature, together with leaflets, is being posted to you by ordinary sea mail.

THOMAS HART, LTD. LAMBETH WORKS. (ESTABLISHED 1789) BLACKBURN. ENGLAND.

TELEPHONE
BLACKBURN 4264. 2 LINES.
(PRIVATE BRANCH EXCHANGE)
ATTENDANCE
MANCHESTER ROYAL EXCHANGE
AT G2.

TELEGRAPHIC AND CABLE ADDRESS:
HART BLACKBURN.
CODES USED:
A.B.C. 5TH & 6TH EDITIONS.
WESTERN UNION: UNIVERSAL & FIVE LETTER EDITIONS.
BENTLEYS CODE.

DIRECTORS:
R.E.HART, M.I.MECH.E.
H.S.HAWORTH.
~~W.B.STAVEACRE.~~
D. R. BALLANTINE
A.M.I.MECH.E. A.M.I.E.E.

THE LAMBETH COTTON MAIN DRIVING ROPE, FOUR STRANDS.
THE LAMBETH LAY THREAD COTTON DRIVING ROPE, THREE STRANDS.
HART'S ANTI-FRAYING COMPOSITION FOR DRIVING ROPES.
RIM, SCROLL AND ALL KINDS OF MILL BANDINGS, HEALD CORDS, TWINES &c.
LIFTING SLINGS, BLOCK ROPES &c. COTTON OR HEMP.
EXPERT SPLICERS SENT TO FIX DRIVING ROPES.

PRICES SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE. DELIVERY UNDER EXCEPTION OF FIRES, BREAKDOWN OF MACHINERY, STRIKES, LOCKOUTS & OTHER UNFORESEEN CIRCUMSTANCES.

OUR REF. DRB/MS	YOUR REF.	DICTATED BY	ENCLOS-URE literature

5th June 1945.

The Trade Commissioner for Mysore,
Grand Buildings,
Trafalgar Square,
LONDON W.C. 2.

Dear Captain Binstead,

E/3213/Post War Development/Rope Manufacture

On my return from London I found a large selection of samples ready for despatch to Mysore, but sent only a few typical examples rather than confuse the issue at this stage.

I enclose a copy of a letter I sent discussing the various ropes.

I was indeed glad to have a further chat with you, this has very considerably clarified the position in my mind. I had been thinking very largly of our existing connection in India, and the possibil of obtaining more business from other rope makers ra than the development of new markets for the sale of driving ropes.

THOMAS HART, LIMITED
BLACKBURN.

DATE 5th June 1945.

The present tendency for individual driving very largely eliminates the use of driving ropes, but there is an indication that the fettish of individual drives has been perhaps over stressed.

They are higher in capital cost and horse power consumption in those instances where a large proportion of machines effected are in operation at the same time. For applications such as general engineering, the individual drive has undoubted advantages, and in other cases the saving in trouble to planning and erecting engineers is often considered a sufficient investment against the inefficiencies in operation and higher capital cost.

I do feel that it is worth while to check up from the responsible authorities in Mysore whether the engineers are planning new factories based on rope driving, belts, "V" belts, or direct coupling with motors to individual machines. If many thousands of new horse power are to be transmitted by driving ropes in the State of Mysore there is undoubtedly an expanding local market which entirely alters my view that a location for a factory well north of Mysore would be economic from a transport and administrative point of view.

In case you do not happen to have copies of our literature in your office I have pleasure in forwarding a collection of our leaflets under separate cover.

In connection with leather belting, it would be of interest to know the probable total consumption in the State of Mysore in say 5 years time. Possibly your research department or development department in Mysore might be in a position to supply this information. I should at the same time be extremely grateful if you would forward to me, or direct to Messrs. John Tullis & Son, Ltd., St. Ann's Works, Glasgow S.E. samples of a Chrome Leather manufactured in Mysore. If the material is sent to Glasgow, it should be marked for the attention of Mr. F.L.B. Donaldson reference "Indian Manufacture"

Dear Sec

Kindly send samples of crome to Glasgow

Yours sincerely,
FOR AND ON BEHALF OF
THOMAS HART LIMITED.
David R. Ballantine.
MANAGING DIRECTOR

THOMAS HART, LTD. LAMBETH WORKS. (ESTABLISHED 1789) BLACKBURN. ENGLAND.

TELEPHONE
BLACKBURN 4264. 2 LINES.
(PRIVATE BRANCH EXCHANGE)
ATTENDANCE
MANCHESTER ROYAL EXCHANGE
AT G2.

TELEGRAPHIC AND CABLE ADDRESS:
HART BLACKBURN.
CODES USED:
A.B.C. 5TH & 6TH EDITIONS.
WESTERN UNION: UNIVERSAL & FIVE LETTER EDITIONS.
BENTLEYS CODE.

DIRECTORS:
R.E.HART, M.I.MECH.E.
H.S.HAWORTH.
~~W.B.STAVERORE.~~
D. R. BALLANTINE
A.M.I.MECH.E. A.M.I.E.E.

THE LAMBETH COTTON MAIN DRIVING ROPE, FOUR STRANDS.
THE LAMBETH LAY THREAD COTTON DRIVING ROPE, THREE STRANDS.
HART'S ANTI-FRAYING COMPOSITION FOR DRIVING ROPES.
RIM, SCROLL AND ALL KINDS OF MILL BANDINGS, HEALD CORDS, TWINES &c.
LIFTING SLINGS, BLOCK ROPES &c. COTTON OR HEMP.
EXPERT SPLICERS SENT TO FIX DRIVING ROPES.

PRICES SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE. DELIVERY UNDER EXCEPTION OF FIRES, BREAKDOWN OF MACHINERY, STRIKES, LOCKOUTS & OTHER UNFORESEEN CIRCUMSTANCES.

OUR REF.	YOUR REF.	DICTATED BY	ENCLOS-URE
DRB/MS.			

5th June 1945

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Development Department,
BANGALORE.
S. India.

Dear Sir,

E.3212/Post-War Development/Rope Manufacture

We have pleasure in advising you that we have despatched under separate cover samples of various of our products.

The black and white banding is made in sizes up to 1" full in diameter, and the other ropes up to 2". These sizes constitute our general production, but on occasions we do manufacture larger ropes.

The Banding is comparatively straight forward to manufacture, and would probably be the first product of interest for Indian manufacture.

The Special Thread Rope, principally used for lifting slings, involves an additional operation of twisting the individual threads before these are twisted into strands for laying into the finished rope: This would serve as a useful introduction to the manufacture of Main Driving Ropes.

CONTINUATION SHEET No. 1.

THOMAS HART, LIMITED
BLACKBURN.

DATE 5th June 1945.

The 4 strand Lambeth Cotton Main Driving Rope is made up of straight yarns in each strand over which are laid twisted threads anything up to 10 in number, depending on the size of the rope.

The 3 Strand Lambeth Lay Thread Rope consists of each strand having a core of twisted threads over which are laid the friction bands before the strands are laid into the finished rope.

These operations are more complicated than the usual operations in rope making, and in our works are performed only by highly skilled labour. The production of these ropes would therefore be the last to be attempted in India.

We do not know of any machine which is produced to manufacture these ropes mechanically, although we are experimenting in this direction now and have a machine in the course of erection in our own works.

We are in a position to supply the Hartex Rubber Canvas "V" Belt at advantageous terms, and it is possible that at some time in the future we shall be in a position to undertake the manufacture of a similar product, which would be of interest to the Indian plant.

We have pleasure in enclosing copies of our folders and leaflets, and also a book on Rope Driving. We are writing further to Captain Binstead in connection with the potential development for driving ropes in and around Mysore, and we hope to hear from him further in this connection.

We trust that our samples will be of interest to you, and hope to receive your comments in due course.

Yours faithfully,

Sea Mail Copy.

458

JUL. 1945

E.3212/WL. BY AIR MAIL. 22nd May, 1945.

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Development Department,
BANGALORE, S.India.

Dear Sir,

E.3212/Post-war Development/Rope Manufacture.

Your "D.5096 I.& C. 366.44.2 dated 30th January, 1945. I have had several discussions with the Directors of Messrs. Thos. Hart, Ltd., the outcome of which is their letters to me dated 17th April and 11th May, 1945, the originals of which I am sending herewith for your perusal.

Apparently this rope-making business has many secrets and processes which I am assured would become the property of the Indian Company and handed on through practical experts, who would be willing to serve the Indian Company and train personnel on the spot for the initial years.

The letter sent herewith does not contain a concrete scheme but I would be pleased to have your reactions and comments. As soon as the result of the recent annual audit of Messrs. Thos. Hart, Ltd. is known, the details will be passed on to you. I am also asking the Company to send you out samples of the Driving Ropes they consider the most popular lines.

I can assure you/the Directors are very anxious to co-operate with Mysore in this matter and wish the arrangements to be made on lines which will build success and the Company would therefore appreciate a statement of your reactions to their letter, along with any suggestions you might have to offer.

I hope you will be able to pursue this matter expeditiously and let me have your further comments.

Yours faithfully,

Trade Commissioner.

Encls.

THOMAS HART, LTD. LAMBETH WORKS. (ESTABLISHED 1789) BLACKBURN. ENGLAND.

TELEPHONE
BLACKBURN 4264, 2 LINES.
(PRIVATE BRANCH EXCHANGE)
ATTENDANCE
MANCHESTER ROYAL EXCHANGE
AT G2.

TELEGRAPHIC AND CABLE ADDRESS:
HART BLACKBURN.
CODES USED:
A.B.C. 5TH & 6TH EDITIONS.
WESTERN UNION: UNIVERSAL & FIVE LETTER EDITIONS.
BENTLEYS CODE.

DIRECTORS:
R.E.HART, M.I.MECH.E.
H.S.HAWORTH.
~~W.B.STAVERS.~~
D. R. BALLANTINE
A.M.I.MECH.E. A.M.I.E.E.

THE LAMBETH COTTON MAIN DRIVING ROPE, FOUR STRANDS.
THE LAMBETH LAY THREAD COTTON DRIVING ROPE, THREE STRANDS.
HART'S ANTI-FRAYING COMPOSITION FOR DRIVING ROPES.
RIM, SCROLL AND ALL KINDS OF MILL BANDINGS, HEALD CORDS, TWINES &c.
LIFTING SLINGS, BLOCK ROPES &c. COTTON OR HEMP.
EXPERT SPLICERS SENT TO FIX DRIVING ROPES.

PRICES SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE. DELIVERY UNDER EXCEPTION OF FIRES, BREAKDOWN OF MACHINERY, STRIKES, LOCKOUTS & OTHER UNFORESEEN CIRCUMSTANCES.

OUR REF.	YOUR REF.	DICTATED BY	ENCLOS-URE
DRB/DS			

17th April 1945

The Trade Commissioner for Mysore,
Grand Buildings,
Trafalgar Square,
LONDON W.C. 2.

Dear Sir,

E/3212/Post War Development/Rope Manufacture

It was a great pleasure to discuss the question of an Indian Company with you on 11th April, and I have given further consideration to the whole question since then. Since I gather that it will not be easy to find Indians with rope making experience to undertake the development work and formulation of procedure, we shall have to do a considerable amount of research on the details.

In the meantime I would comment as follows:-

That Thomas Hart Ltd., should receive a fee of say £2,500 per annum, and an option for say 5 years on the purchase of up to 30% of the share capital. There should, in addition be a performance reward based on the tonnage of Indian made ropes sold.

For other materials the reward should be calculated as a percentage of the difference between the selling price and material cost.

THOMAS HART, LIMITED
BLACKBURN.

DATE 17th April, 1933.

In order to arrive at the performance record figures I propose to have an added analysis made which will show:-

(1) The details of our Italian business.

(2) The gross loss suffered here, according to loss our Italian business.

(3) The cost of the supervisory and development work in connection with the business.

A fair arrangement would be to adjust the performance record on the tonnage produced in Italy in such a way that the Management Fee plus the performance record would, when calculated on an Italian-made turnover comparable with our established turnover, cover the loss mentioned under (2) above, and the costs mentioned under (3) above. We would then gain nothing unless the turnover were increased, and run some risk of incurring a loss in the event of the venture proving unsatisfactory.

For this reason it might be advisable to include a stipulation to the effect that should a significant falling off in performance record during a period of 5 or 10 years, a capital payment should be made to this Company, based on the estimated cost of our establishing goodwill or connection as might be necessary to restore the position.

As soon as our annual audit has been completed, I will arrange for the added analysis, which will serve as a basis for arranging the performance record, and on which our selling policy can be built up.

I would suggest that for the time part of the business a figure of approximately £10000 should be adequate, but it will depend on factors such as building costs or whether buildings are rented or purchased.

It is probable that it will be three to five years before it is necessary to subscribe the whole amount for Rope Making Plant and Equipment.

THOMAS HART, LIMITED
BLACKBURN.

DATE 17th, April, 1945.

Provision might well be made to cover the issue of an additional £100,000 of capital to extend the business into the leather belt market, over say 4 to 6 years.

We are giving serious consideration to the production of hemp and wire ropes, and the figures mentioned include a contingency for this development.

I would suggest that in the first place, a servicing, selling and splicing organisation should be established. In the second place, a building some thousand feet long and 30 feet wide, with provision for extension to 60 feet wide should be found, and walk-type rope making machinery installed. We could commence supplying the smaller machinery in about a year.

This machinery would cover a wide range of diameters, it should form an excellent basis to build up local goodwill in the supply of emergency and special requirements without delay. At a later date, house-type machines for the manufacture of ropes should be provided, suitable for sizes handled in the greatest quantity, and for the manufacture of hemp ropes.

Parallel with this, the Indian Company would be kept advised of developments in this country, and any programme arrived at in the near future should be subject to modification in the light of experience.

If, in principle, it is agreed that a working scheme should be arranged as above outlined, I suggest that I should visit India with our Technical Manager to visit our agents and arrange for their co-operation, and to view site and/or buildings which may be available as above described.

If a satisfactory arrangement is arrived at, the cost of this visit could reasonably be considered a charge on the Indian Company.

THOMAS HART, LIMITED
BLACKBURN.

DATE 17th March, 1965.

After advising our agents, I suggest the Company should be formed, and Thomas Hart Limited employed as advisors.

As soon as there is an opportunity to increase the prices of our ropes to merchants irrespective of an increase in production costs, the Indian Company should be given the benefit of most of the differences.

If, as a result of the arrangement, there is a reduction in, for example, distribution costs or an improvement in turnover before Indian Production commences, arrangements should be made for the Indian Company to participate substantially in the overall improvement in contribution received.

In the meantime, I should like to have an opportunity to check the probable operating costs of an Indian Company, and to do this, I would be most grateful if you could find out locally with discretion the following information:-

(a) The price per pound in India of high quality ring spun yarn of 10's count.

(b) The price per pound of winding 10's yarn in 6 - 8 lb. cheeses with 10 ends to a cheese.

(c) Transport costs of yarn to the Factory, and rope from Factory to, for example, Ahmedabad, Bombay and Calcutta, An indication of costs which can easily be arrived at in other districts would also be helpful.

(d) Labour rates skilled and unskilled, together with an indication of the amount of supervision necessary to ensure consistent and good work.

(e) Building costs and the possibility of renting buildings.

SHEET LIMITED
S HARBURN.

DATE 17th April, 1945.

(f) Cost of telephone calls from the Factory Site to Ahmedabad and Calcutta, and the cost of providing a private line to both of those centres.

(g) The selling price of:-

(i) Good quality British-made Driving Ropes.

(ii) Any Bison-made Driving Ropes, if any.

(iii) The best Indian-made Driving Ropes available.

We believe that the price to the user is considerably in excess of the price we charge to our Merchants, and that the selling price may vary as between one user and another. If figures for Merchants and users can be provided, it would be of considerable help.

In undertaking these enquiries it would, I feel, be greatly to the detriment of the whole project if any of our Indian Merchants came to hear of it before they had been visited and given an opportunity to discuss their attitude. In this connection, would it be possible, if certain [illegible] likely to be possible, for them to take up shares in the Company?

I hope we can come to an arrangement, and I look forward to providing a more detailed [illegible] after I hear from you and have more figures.

Yours sincerely,

THOMAS HART, LTD. LAMBETH WORKS. (ESTABLISHED 1789) BLACKBURN. ENGLAND.

TELEPHONE
BLACKBURN 4264. 2 LINES.
(PRIVATE BRANCH EXCHANGE)
ATTENDANCE
MANCHESTER ROYAL EXCHANGE
AT G2.

TELEGRAPHIC AND CABLE ADDRESS:
HART BLACKBURN.
CODES USED:
A.B.C. 5TH & 6TH EDITIONS.
WESTERN UNION: UNIVERSAL & FIVE LETTER EDITIONS.
BENTLEYS CODE.

DIRECTORS:
R.E.HART. M.I.MECH.E.
H.S.HAWORTH.
~~W.S.STAVEACRE.~~
D. R. BALLANTINE
A.M.I.MECH.E. A.M.I.E.E.

THE LAMBETH COTTON MAIN DRIVING ROPE, FOUR STRANDS.
THE LAMBETH LAY THREAD COTTON DRIVING ROPE, THREE STRANDS.
HART'S ANTI-FRAYING COMPOSITION FOR DRIVING ROPES.
RIM, SCROLL AND ALL KINDS OF MILL BANDINGS, HEALD CORDS, TWINES &c.
LIFTING SLINGS, BLOCK ROPES &c. COTTON OR HEMP.
EXPERT SPLICERS SENT TO FIX DRIVING ROPES.

PRICES SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE. DELIVERY UNDER EXCEPTION OF FIRES, BREAKDOWN OF MACHINERY, STRIKES, LOCKOUTS & OTHER UNFORESEEN CIRCUMSTANCES.

OUR REF.	YOUR REF.	DICTATED BY	ENCLOSURE
DRB/MS.5.			literature

2 JUL 1945

5th June 1945

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Development Department,
BANGALORE.
S. India.

Dear Sir,

E.3212/Post-War Development/Rope Manufacture

We have pleasure in advising you that we have despatched under separate cover samples of various of our products.

The black and white banding is made in sizes up to 1" full in diameter, and the other ropes up to 2". These sizes constitute our general production, but on occasions we do manufacture larger ropes.

The Banding is comparatively straight forward to manufacture, and would probably be the first product of interest for Indian manufacture.

The Special Thread Rope, principally used for lifting slings, involves an additional operation of twisting the individual threads before these are twisted into strands for laying into the finished rope: This would serve as a useful introduction to the manufacture of Main Driving Ropes.

CONTINUATION SHEET No. 1.

THOMAS HART, LIMITED
BLACKBURN.

DATE 5th June 1945.

The 4 strand Lambeth Cotton Main Driving Rope is made up of straight yarns in each strand over which are laid twisted threads anything up to 10 in number, depending on the size of the rope.

The 3 Strand Lambeth Lay Thread Rope consists of each strand having a core of twisted threads over which are laid the friction bands before the strands are laid into the finished rope.

These operations are more complicated than the usual operations in rope making, and in our works are performed only by highly skilled labour. The production of these ropes would therefore be the last to be attempted in India.

We do not know of any machine which is produced to manufacture these ropes mechanically, although we are experimenting in this direction now and have a machine in the course of erection in our own works.

We are in a position to supply the Hartex Rubber Canvas "V" Belt at advantageous terms, and it is possible that at some time in the future we shall be in a position to undertake the manufacture of a similar product, which would be of interest to the Indian plant.

We have pleasure in enclosing copies of our folders and leaflets, and also a book on Rope Driving. We are writing further to Captain Binstead in connection with the potential development for driving ropes in and around Mysore, and we hope to hear from him further in this connection.

We trust that our samples will be of interest to you, and hope to receive your comments in due course.

Yours faithfully,

FOR AND ON BEHALF OF
THOMAS HART LIMITED.
David R. Ballantine
MANAGING DIRECTOR

Sea Mail Copy.

E.3213/WL.

AIR MAIL. 12th June, 1945.

The Secretary to the Government
of His Highness the Maharaja of Mysore,
Development Department,
BANGALORE, South India.

Dear Sir,

E.3213/Post War Development/Rope Manufacture.

You will have received direct from Messrs. Thomas Hart, Ltd. samples and literature concerning the manufacture of their ropes and, no doubt, when you have had an opportunity of examining the position you will write me further on this matter.

I would direct your attention to the paragraph in the Company's letter, which is enclosed herewith, concerning the manufacture of leather belting. Messrs. John Tullis & Son, Ltd. of Glasgow are desirous of receiving samples of the Chrome Leather manufactured at Mysore and perhaps you will have a few samples sent to the Company as requested.

A short time ago Mr. Robiette telephoned that he had just arrived back in England from his visit to Mysore. He is coming to see me early next week. I trust that his visit has been useful and that ultimately benefit for Mysore State will be the outcome. No doubt I shall be hearing further from you concerning details of the various schemes discussed and how you wish them to be handled from this end. Be assured that every attention will be given to your requests in this matter.

Yours faithfully,

Trade Commissioner.

3 copies
DST73
9 40

No. 9 T.C. 366-44-7

The T.C. for Mys
in London.

Sir,

Subj: Use of Rope &
belt Drive of

1) With ref. to Compendium
ending with your letter
no. E. 3213/WL dated 12-6-45
on the above subject, I am
directed to state that ~~the proposal was further~~
~~examined~~ it Govt. has been
~~reported~~ advised
that the consumption
of this rope both in &
outside the State is
very small and that
~~the~~ industrial concerns are
not generally using
~~the~~ this method of
Drive at present.

(A) next page

3. As regards para 2 of your letter cited above, I am to make over the samples of leather manufactures which have already been sent to Mr John Tullis of Messrs Tullis Glasgow, by the Messrs Chrome Tannery Co Ltd, Bangalore who are awaiting the Expert's Report of the Glasgow Firm.

2 In the circumstances, the Govt. regret. are ~~unable to sanction your proposal to depute a Chemist to study the scheme~~ for the manufacture of rope drives ~~at the Mysore Silk Filature~~ at the proposed Mill ~~have~~ to be dropped. I am however to request you to see if you can ~~find some other person~~ get a good man to come to Mysore to manufacture rope drives for the Mysore Silk Filature. (A)

D. 6/1
Cy 14/XII

Dy 4/12 T. S. 1-14
4/12 T. 6/12/14 To 6/12/14 Devey
Cy to Comm. B. 17. Dr Tullis
Refer to his no. note rec. 434/2510-15

(A) of this Govt. for the trouble they have taken in working up the scheme & sending the literature on the subject & samples of their manufactures.

For Devey

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

General and Revenue Secretariat.

No. D 5173/Ec

Dated Bangalore, 10/1/46

FROM

C.E. Noronha, Esq., M.A.,
~~The~~ *Secretary to the Government of His Highness the Maharaja of Mysore.*
Development Department.

To

The Trade Commissioner for Mysore in London.

Sir,

Subject: Manufacture of Rope and Belt Drives etc.

With reference to the correspondence ending with your letter No.E.3213/WL dated 12th June 1945 on the above subject, I am directed to state that Government have been since advised that the consumption of these rope drives in and outside the State is very small and that industrial concerns are not generally using this method of drive at present.

In the circumstances, Government regret that the proposals for the manufacture of rope drives in the State will have to be dropped. I am, however, to request you to be so good as to convey to Messrs. Thomas Hart Ltd., the thanks of this Government for the trouble they have taken in working up the scheme and sending the literature on the subject and samples of their manufactures.

As regards para 2 of your letter cited above, I am to state that the samples of leather manufactures in Mysore have already been sent to Messrs. John Tullis & Sons, Ltd. of Glasgow, by the Mysore Chrome Tanning Co. Ltd., Bangalore, whoare awaiting the test report of the Glasgow Firm.

I have the honour to be,
Sir,
Your most obedient servant,

9.1.46.

Secretary to Government,
Development Department.